

# Downtown Livability Initiative



## Advisory Committee Meeting

*March 19, 2014*

*6:30pm*



# Major Pedestrian Corridor

- **Strategies from Jan 15 workshop w/ proposed approaches included in packet**
  1. Extend the Pedestrian Corridor to the east
  2. Methods to require weather protection
  3. Methods to better activate the Corridor
  4. Opportunities to add landscaping and green elements
  5. Integration of bicycles and other wheeled users
- **Other non-code measures not included in packet (e.g. City capital investment)**

# Other Potential Measures

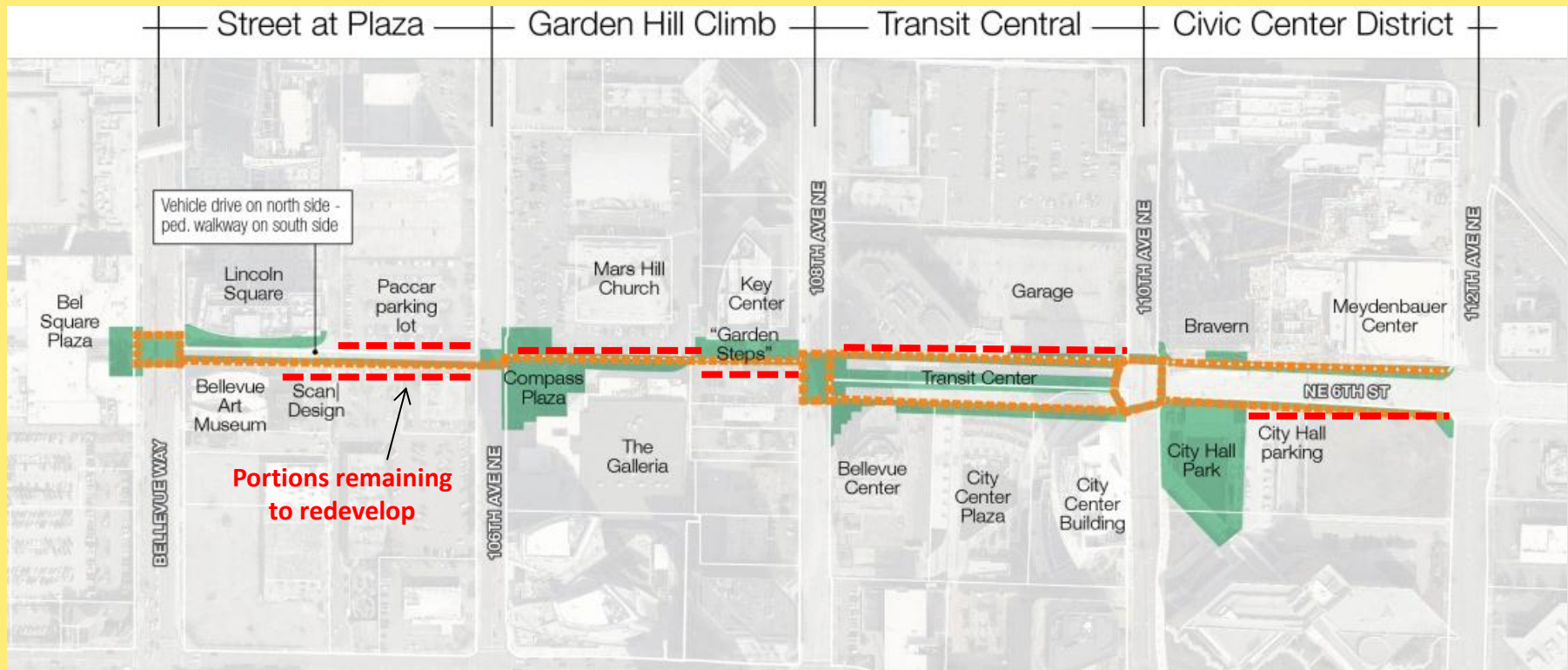
- A. Public investment in key sections (e.g. Garden Hillclimb, segment between 110th and 112th, bottleneck west of 108th)
- B. Wayfinding, overall weather protection, lighting, upgraded pedestrian crosswalks, other features to make more inviting
- C. Partnership between City, Corridor properties and others to support richer array of events and activities
- D. Explore creative funding to help design and implement a City-sponsored “grand” design for the Corridor
- E. Explore changing the name/re-branding the Corridor

# Major Pedestrian Corridor

- **Staff seeking direction from Committee on forming recommendations**
- **Proposed approaches reviewed against evaluation criteria**
  - ❖ Effectiveness in enhancing the Corridor's character and memorability through:
    - Creation of an interesting and varied pedestrian travel sequence
    - Human Scale
    - Attractiveness
    - Comfort safety and amenities
    - Adjacent building design and interface
    - Activities and programming
  - ❖ Responsiveness to emerging changes including the light rail station
  - ❖ Interim, incremental improvement versus permanent conditions

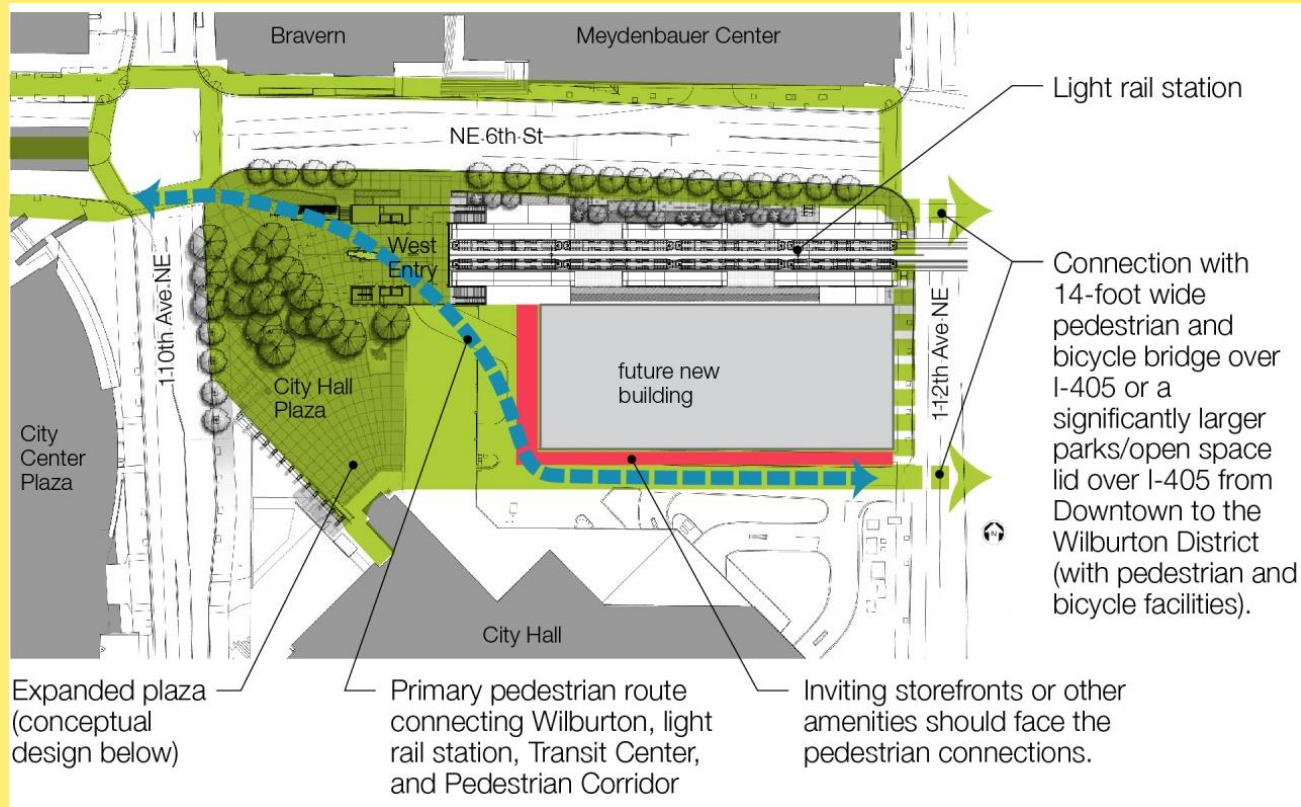
# #1 Extend the Corridor East

- Three existing “rooms” – proposal to extend Corridor east



# Proposed Extension East

- Add fourth segment named “Civic Center District” extending east from 110th to 112th Avenue. Alignment will follow NE 6th Street as well as route through the City Hall superblock.





# Area context



Redesigned City Hall Plaza

South side of NE 6th with station



## #2 Methods to require weather protection

- Significant gaps in weather protection along the Corridor
- Some portions, such as Transit Center, provide continuous weather protection
- There are, and will be, spaces between building frontages along the Corridor to accommodate through-block connections, plazas, streets, etc.



# Proposed approach for weather protection

- **New development to provide at least one of the following:**
  - Building front weather protection on at least 75 percent of building frontage on the Corridor
  - Self-supporting weather protection along at least 75 percent of the building frontage (need to be coordinated with other freestanding weather protection)
  - Other means of weather protection as approved by the City
- **Weather protection at street intersections**
- **In addition, opportunities to provide larger weather protection structures in certain areas of the Pedestrian Corridor**

# Types of weather protection



Building front

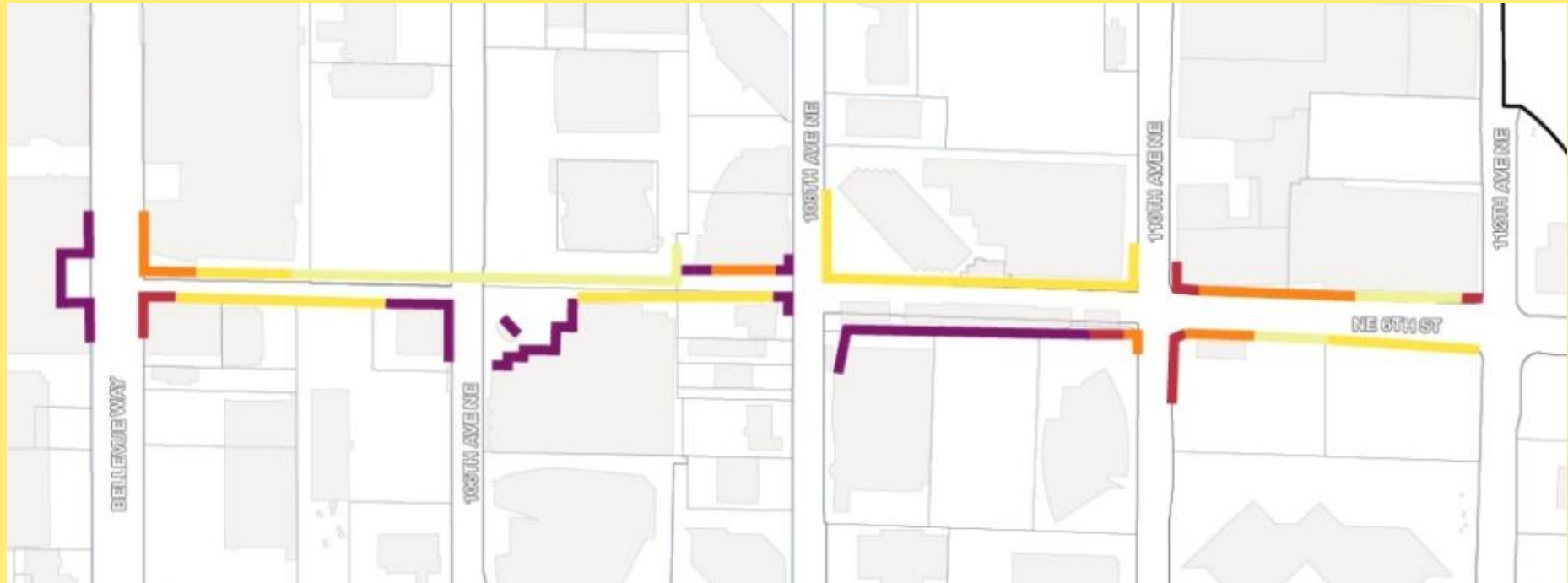


Self-supporting



At intersections; freestanding or integrated into buildings

# #3 Methods to better activate the Corridor



PEDESTRIAN CORRIDOR  
Interesting and varied travel sequence

- Attractive
- Pleasant
- Inbetween
- Dull
- Unattractive



# Sample of current conditions



Existing Pedestrian Corridor near Galleria



Building entrances and outdoor seating along portion of Garden Hillclimb

# Approach to activating Corridor

- **Provide guidance for range of major and minor points of interest along the Corridor**
- **Major Points of Interest:**
  - Every 60-90 feet (about 15-20 seconds at walking speed)
- **Minor Points of Interest:**
  - Every 12-18 feet (4-second interval at walking speed)
- **Additional Programing Opportunities:**
  - Encourage additional planned and spontaneous activities for people of all ages, abilities, and backgrounds.



# Importance of programming



Programmed event at Compass Plaza



Same area during non-event afternoon in May

# #4 Add landscaping and green elements

- **Proposed approach:** Include “landscape concept” in updated Pedestrian Corridor Design Guidelines w/ objectives and general principles for each block and Corridor as a whole.
  - Overarching importance of flexibility with basic guidance necessary to achieve Corridor objectives
- Further the City’s environmental sustainability objectives utilizing and informing the public through features such as swales, runnels, grates, downspouts, or splash pads used in an artistic or expressive way.

# #4 Add landscaping and green elements



Green areas w/ informal seating



Outdoor dining areas



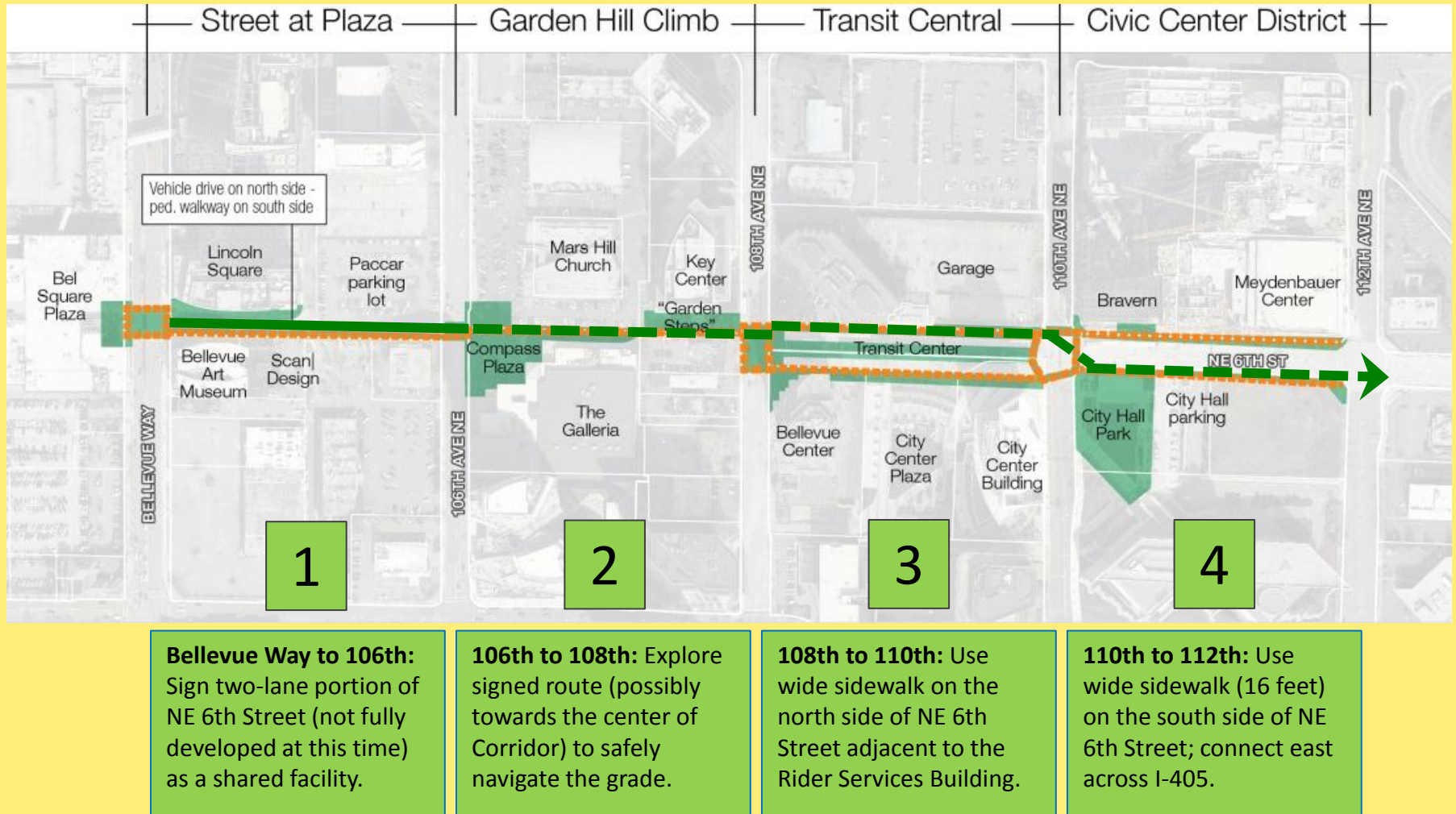
Sustainability features



# #5 Integration of bicycles, wheeled users

- **ADA Accessibility:** Have future portions add to accessibility through increased seating and resting areas, enhanced wayfinding, and meeting barrier free standards in place at time of development.
- **Bicycle Accommodation:** Proposed approach is to allow for safe, low speed bicycle accommodation while not disrupting pedestrian movement, safety or comfort.
  - Only racks mentioned in current guidelines
  - Existing Pedestrian and Bicycle Plan calls for off-street path
  - Downtown Transportation Plan identified need to better accommodate bicycles

# #5 Integration of bicycles, wheeled users







# Public Open Spaces

- **Strategies from Jan 15 workshop w/ proposed approaches included in packet**
  1. Open space expression by district
  2. I-405 open space/park connection
  3. Through-block connections
- **Reviewed against evaluation criteria (from Feb 19 mtg)**
- **Seeking direction from Committee on recommendations**

# #1 Open Space Expression by District



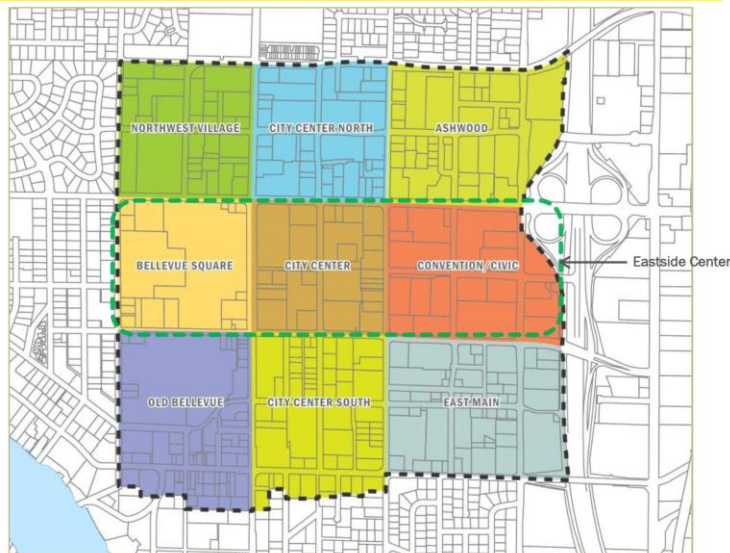
*Concept for Downtown parks and open space network.*



# #1 Open Space Expression by District

Identify and incentivize different open space expressions for each neighborhood to address needs and enhance character

- Update amenity bonus system
- Update design standards/guidelines
- Update CIP to reflect city-led projects



### Desired New Open Spaces by District

Use/function/feature	Northwest Village	City Center North	Ashwood	Eastside Center	Old Bellevue	City Center South	East Main
New neighborhood park (city-owned)	●						●
Large plaza/mini park – min. size 4,000 SF	●	● <sup>(1)</sup>	◐	● <sup>(2)</sup>		◐	◐
Small plaza with active edges min. size 1,000 SF, max 4,000 SF	◐	◐		◐ <sup>(4)</sup>		◐	◐
Internal corridors / alleys with addresses	●					●	●
Streetscape /open space with landscape amenities	◐	◐	◐	◐	● <sup>(3)</sup>	● <sup>(3)</sup>	● <sup>(3)</sup>
Community garden/pea patch	◐	◐	◐			◐	◐
Outdoor pet area	◐	◐	◐	◐	◐	◐	◐
Improvements made to city-owned parks	●		◐		◐		●
Recreational activities (e.g., children's play area, climbing wall, sports court)	◐	◐	◐	◐	◐	◐	◐
Major bicycle facility (e.g., repair stations storage, showers,)				● <sup>(5)</sup>	● <sup>(5)</sup>	● <sup>(5)</sup>	● <sup>(5)</sup>

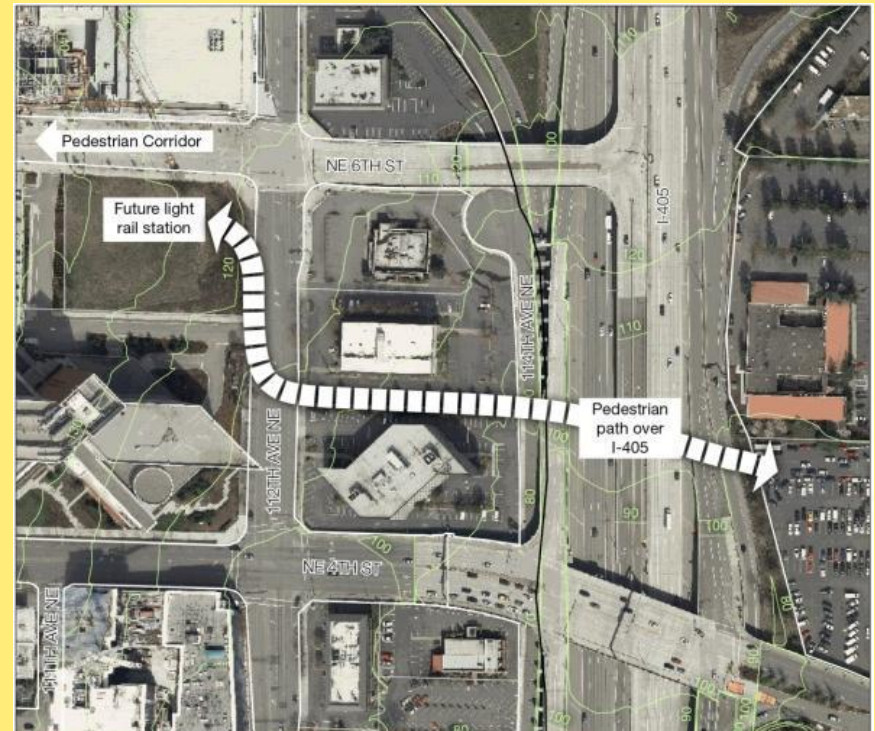
● = **High priority**, may be provided as part of development, city-initiated, or implemented through a public-private partnership

● = **Priority**, incentivized or developed through a public-private partnership



# #2 I-405 Open Space/Park Connection

Explore potential for significant open space/park investment with a lid over I-405 from Downtown to Wilburton roughly along a NE 5th alignment.





# #2 I-405 Open Space/Park Connection



Placemaking opportunity

# #2 I-405 Open Space/Park Connection



Iconic design





# #2 I-405 Open Space/Park Connection



# #3 Through-Block Connections

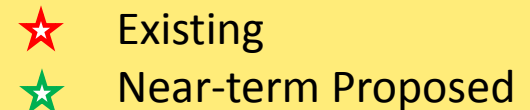


Strengthen requirements and guidelines for integrating through-block connections through superblocks.

## Through-Block Connections



## Mid-Block Crossings



Proposed locations to be finalized with future development patterns.



# #3 Through-Block Connections



Activate edges





# #3 Through-Block Connections



Maximize sunlight



# #3 Through-Block Connections



Connect open spaces



Create a smaller block pattern for pedestrians



# #3 Through-Block Connections



Connect open spaces



Create a smaller block pattern for pedestrians

# #3 Through-Block Connections



Connect open spaces



Create a smaller block pattern for pedestrians